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SPECIAL WILLAMETTE VALLEY NEWS SERVICE  
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# The Daily Capital Journal

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Weather Report.  
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Oregon: Tonight and Tuesday fair, west portion, fair and cooler; east portion, gentle southerly winds.  
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FORTY-SECOND YEAR NO. 106.

SALEM, OREGON, MONDAY, MAY 19, 1919.

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## SIXTY-SIXTH CONGRESS CONVENES PROMPTLY AT NOON FOR SESSION

### Adjournment Taken Tomorrow Is Taken After Completion of Organization.

By L. C. Martin  
(United Press Staff Correspondent)  
Washington, May 19.—The Sixty-Sixth congress opened for business today.

Promptly at 12 o'clock, noon, Vice-President Marshall, in the senate and South Trimble, clerk of the house, let fall their respective gavels—and the first all-republican congress in eight years got under way.

After completing its organization, congress adjourned until tomorrow.

Prayers were uttered in both branches at the start off for the success of its work and the health and welfare of its members.

Strange faces at the doors and on the floors gave evidence of the change in its political complexion.

Not even in war times has a congress held such momentous possibilities. Summoned to convene by cable from President Wilson in France, the atmosphere of strong partisanship pervaded both branches at the start. It is the avowed intention of the republicans leaders to legislate that their party can be swung back into presidential power in 1921.

Charges against the administration for alleged pitting of politics against efficiency in departments and a republican stand on the league of nations were among the developments needing as congress met today.

Insurance Bureau Hit.  
Measures designed to remove the war risk insurance bureau "outside of politics" giving it authority to meet constantly growing public demands "are in preparation," Representative Britten, Illinois, announced.

This was admittedly designated as an answer to Secretary Glass' action yesterday in relieving Colonel Lindsey as director of the bureau.

The peace treaty, suffrage, prohibition, merchant marine, wire and railroad control were the paramount issues. Discussion of the former was scheduled to begin at once—probably with statements soon by republican leaders in the senate and through out the United States, opposing the league of nations. Representative Sabath, Illinois, had a resolution calling for repeal of the war time prohibition law, which promised an early fight on this issue.

New Members Seated.  
After the opening prayer and reading of Wilson's extra session call in the senate the clerk called the roll of the 32 newly elected and re-elected senators, to whom the oath was administered by Vice-President Marshall.

A similar course was followed in the house.

A touch of the dramatic was injected into the house call when Representative Berger's was reached. The newly elected Wisconsin representative under indictment and sentenced for violation of

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Abe Martin  
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Gillett was elected speaker, receiving 237 votes.

Clark, retiring speaker and the only other nominee, receive 172 votes, the division being strictly on partisan lines.

Great crowds flocked early to the freshly painted and scrubbed capitol where the republicans take the reins while the democrats have held since 1911 in the house and 1913 in the senate.

Late arriving members hustled to their offices while the cloakrooms and corridors of the house and senate filled early with new and old senators and representatives, chatting and chaffing, getting acquainted and discussing prospects for a long session.

Much interest was shown on the senate side, particularly by new members. Thirteen new faces appeared there.

Many of these looked embarrassed and uncomfortable as they were towed around by some kindly old senator and introduced.

Republicans in Majority.  
Republicans have a majority of two in the senate and thirty-nine in the house. The ceremony centered around the swearing in of the new speaker, Representative H. Gillette. "Uncle Joe" Cannon, who for years was speaker himself, was chosen to induct Gillette into office at the new speaker's request.

In both houses republicans appeared certain to elect without much trouble the states of officials agreed on in caucus.

With these preliminaries over, it was expected that the usual resolutions for notification of President Wilson that congress is organized and ready to re-

## Shorter Traveling Time On Coast Before Long

San Francisco, May 19.—(United Press.)—Shorter traveling time between San Francisco, Portland, Tacoma and Seattle and other improvements in passenger service will become effective June 1, District Director W. J. Sproule of the railroad administration announced today.

Running time for train number 53 will be shortened an hour. Through sleeping car service, better dining facilities and a more liberal policy regarding sleeping accommodations are also provided.

A number of revisions are made in the schedules of passenger trains operating along the Shasta route.

## GRAND ENCAMPMENT OPENS TODAY WITH FAVORABLE WEATHER

### Tomorrow Will See Delegates Arriving From All Parts Of State.

With the weather man smiling and with the assurance given by the U. S. weather bureau that fair conditions will prevail this week, the state grand encampment of Odd Fellows and of the Rebekah assemblies open under most favorable conditions today.

The first meeting of the week's session was held this morning in the Odd Fellows hall at 10 o'clock in a regular session of department council, Patriarchs Militant. This session closed at the 1:30 o'clock gathering. At 3:30 o'clock this afternoon there was the formal ceremony of instituting Canton Capital No. 11 and at 4:30 o'clock instituting Auxiliary Capital No. 3.

The only sessions to be held this evening is that of Salem Rebekah Lodge No. 1 in regular session at 8 o'clock in the Odd Fellows hall.

By tomorrow morning the delegates will be arriving from all parts of the state as the program calls for the session of the grand encampment at 10 o'clock in the morning in the Hall of Representatives. And while members of the grand encampment are present, the Rebekah assembly will meet in special session, beginning at 9 o'clock at the armory.

The official program for Tuesday is as follows:

Grand Encampment.  
Hall of Representatives.  
10:00 A. M.—Regular Session.  
1:30 P. M.—Closing Session.  
1:30 P. M.—Exchange of Courtesies with Rebekah Assembly.  
Rebekah Assembly.  
9:00 A. M.—Special Session, Armory.  
10:00 A. M.—Regular Session, Armory.  
1:30 P. M.—Regular Session, Senate Chamber.  
1:50 P. M.—Exchange of Courtesies with Grand Encampment.  
Tuesday Evening.  
7:00—Decorations of Chivalry, Armory.  
8:30 P. M.—Grand Reception, Armory.  
8:30 P. M.—Encampment Degree, I. O. O. F. Hall—Exemplification of Royal Purple Degree by Cousin Rule Encampment No. 28, Portland.  
10:30 P. M.—Patriarchs Militant Banquet, Marions Hotel.

Every effort has been made by the local lodge, Chemeketa Chapter No. 1, for the convenience of the visitors. Besides the information bureaus at the Marion and Blight hotels, a special room has been set apart at the Commercial club where at attendant will serve as a general information bureau and to assist those who have not secured.

The public in general is invited to the public reception to be given at the armory Tuesday evening beginning at 8:30 o'clock. Governor Ben W. Olcott will deliver an address welcoming the Odd Fellows and Rebekahs in behalf of the state, while Mayor C. E. Albin will welcome the visitors in behalf of the city and Robert C. Paulus, president of the Commercial club, in behalf of the business interests of the city.

The program for Tuesday evening at the armory for the grand reception is as follows:

Selection—"Woodland" Gustav Leders Orchestra.  
"Star Spangled Banner".  
Audience led by Prof. John E. Sires, Dean of School of Music, Willamette University.

Welcome.  
In Behalf of the State—Ben W. Olcott, Salem Commercial Club. R. C. Paulus, City of Salem. Rebekahs and Odd Fellows of Salem. C. E. Albin.

Responses.  
The Grand Lodge, I. O. O. F. of Oregon—W. F. Walker, Grand Master. The Rebekah Assembly of Oregon—Mrs. Jeanie F. Burke, President. Grand Encampment of Oregon—A. H. Knight, Grand Patriarch. Patriarchs Militant—H. M. Beckwith, Brigadier General. Overture—"Northern Lights"—Weldt Orchestra.

"Caro Nome" from "Rigoletto"—Verdi. Ada Miller.

Pantomime—"America"—Mrs. Blanche Alison Niemeyer.

Solo by Miss Alice Judd.

(Continued on page two)

## HAWKER IN PURSUIT OF AMERICANS

### English Aviator Starts For Irish Coast After Delay Of Weeks At Halifax.—No Of Progress.

### FEAR FELT FOR SAFETY OF LONE BRITISH PLANE

### Wild Rumors That Sopwith Sighted Off Coast Of Ireland Keep London Ever On Edge For News.

London, May 19.—(United Press.)—(8:30 p. m.)—The Sopwith airplane company received a message late today purporting to come from Aviator Harry Hawker, stating that Hawker was then flying 150 miles off the coast of Ireland. His patrol, the message stated, was nearly exhausted and he planned to come to earth in Ireland.

London, May 19.—(United Press.)—(3:30 p. m.)—Late this afternoon the British air ministry had received no news of the whereabouts of Aviator Hawker who jumped off from New Foundland late yesterday in a Sopwith airplane.

Many rumors concerning Hawker's flight were circulated here. One report had it that he had been sighted 400 miles off the Irish coast. This report was said to have come from the Sopwith offices. Another report was to the effect that the British air force had been seen off the Irish coast at 2:30 p. m.

Anxiety over Hawker's safety is increasing in official circles.

Vigilant Watch Kept.

London, May 19.—A vigilant watch was maintained along the western coast of Ireland today for the Sopwith biplane in which Harry G. Hawker and Lieutenant Commander Mackenzie Grieve started from St. John's, N. F., in an attempt to fly across the Atlantic.

If the flight is a success, the little plane should be reported in sight this morning, according to estimates of the time required for a crossing. If it is not a success the Sopwith will probably never be heard from again.

As Hawker dropped the under-carriage from his plane in order to lighten it, he is expected to have difficulty in making a landing even if he should succeed in crossing the ocean. He intends to land on Port Brookland's field, near London, provided all is going well when he reaches Ireland and he is able to continue his journey without alighting.

## SMASH ELIMINATES MARTINSYDE PLANE

### Attempt Of English Competitors To Follow Hawker Ends In Wreck.

St. John's, N. F., May 19.—(United Press.)—The Martinsyde plane which crashed in an effort to get away on the transatlantic flight on the heels of the Sopwith yesterday is practically a wreck. Examination of the damage showed that the machine is out of the running for the transatlantic prize.

Frederick Raynham and Major Morgan, its handlers, were slightly injured when the Martinsyde took a nose dive after jumping ten feet from the uneven turf in an effort to start.

Harry Hawker, the Australian pilot and his navigator, Lieutenant Commander Mackenzie Grieve, of the British navy shot away into the east, on their transatlantic attempt at 1:51 (New York time) Sunday. Five weeks Hawker and Grieve had been waiting for favorable weather. The conditions yesterday were no better than they have been frequently during the six weeks, but Hawker was determined to start and make an eleven hour dash to beat the American seaplane to Europe.

The short route from New Foundland to Ireland is 1800 miles, but the one Hawker proposed to follow is 2200. There were no hints stationed to guide him, the airplane had but one motor and one propeller and nothing to keep it from sinking if it descended to the surface.

A. S. Campbell has purchased the Hugh Smith prize orchard, one mile south of Dallas for \$32,500.

## Allied And Austrian Peace Delegates Show Authority

St. Germain, May 19.—(United Press.)—Allied and Austrian peace delegates exchanged credentials in the pavilion Henry IV here this afternoon.

The ceremony lasted only two minutes. Jules Cambon presided in behalf of the allies and Chancellor Renner acted for the Austrians. The allied countries represented were the United States, Great Britain, France, Italy, Belgium, China, Cuba, Greece, Nicaragua, Panama, Poland, Rumania, Serbia, Siam and Czechoslovakia, all of which declared war against Austria and Portugal, which severed diplomatic relations.

## WINNIPEG QUIET BUT STRIKE SITUATION REMAINS UNCHANGED

### City Officials And Employers Reach Agreement Which May Bring About Early Settlement.

Winnipeg, Man., May 19.—The strike situation at 11 o'clock today was unchanged. The city is quiet. This morning there was no disorder.

The general strike continues unabated. Officials were in conference hourly with union representatives. Apparently labor headquarters has complete control of the situation.

Bottled milk was delivered to all homes in the city today. Bread depots have been established in various sections by permission of the unionists.

Guard Strengthened.

Automobiles were used today to take telegrams to the American boundary for transmission from border towns.

The local branch of the Order of Railway Trainmen voted yesterday to join the strike, but leaders declared it would take the vote of the whole organization to make the decision official.

Returned soldiers were reported to have been commissioned to form companies of twenty men each to be used in case of serious disorders.

Apparently no help is to come from the Canadian government, the minister of labor having wired today that he will not interfere unless life was in danger.

Thomas Deacon, president of the Manitoba Iron Works, one of the two companies which refused unequivocally to recognize the metal workers union, has closed his plant and gone to California.

Settlement Possible.

Winnipeg, Man., May 19.—(United Press.)—City officials and employers were understood to have reached an agreement to submit to unionists here in an effort to break the general strike binding the city since Thursday.

The agreement was intended to pave the way for further adjustments after work had been resumed.

Prior to submission of the proposal strikers refused to say what their attitude will be. The strike began when demands of metal and building trades unions for higher wages and better working conditions were not met. Employers in some lines said they would quit business before meeting the demands.

Freight houses and yards are clogged with shipments which cannot be moved. Mail delivery was not attempted. Hundreds of packages are held at Brandon and other way stations because they cannot be handled at the terminal.

Little foodstuff has been delivered since Thursday. The shortage has caused some difficulty. Strikers permitted deliveries only to hospitals and homes of the sick.

Communication lines were blocked except for intermittent use of private wires and a few couriers.

## Transport Brings 3,013 Officers And Men Today

Newport News, Va., May 19.—(United Press.)—The transport Martha Washington with 3,013 American officers and men aboard, arrived from Pauline, France today. The ship was put in quarantine upon arrival, fifty-seven cases of influenza having developed among enlisted men.

On the vessel were the 321st machine gun battalion, the 307th field signal battalion, second battalion headquarters, fourth and 30th companies and Fourth engineers company of the 20th engineers and six casual companies.

The ill men were sent to embarkment hospital, Camp Stuart. The well men marched Camp Morrison, where they will be isolated for five days.

Cecil Irvine, aged 18, was instantly killed at Freewater last Monday night when his foot came in contact with a dynamite in the sub-station of the electric power plant.

## MISSING YANK PLANE FOUND LIMPING INTO AZORES ON OWN POWER

### Searchers Double Efforts To Locate NC-3; Sister Ship To Continue Flight.

Washington, May 19.—The missing seaplane NC-3 was sighted at 12:10 p. m. (Washington time), the navy department was advised today.

The NC-3 was proceeding "under her own power."

The cable stated the missing seaplane was on the water.

Commander Tower's plane was seven miles from Ponta Delgada when sighted and was reported.

This message was received by the navy department:

"NC-3 sighted 12:10 p. m. (Washington time), seven miles from Ponta Delgada under own power."

Secretary of the Navy Daniels sent the following message to Commander Towers of the NC-3 when he learned it had been sighted:

"I knew you'd make it. Heartiest congratulations on your plucky and successful flight. Just told your wife the good news. Congratulate other commanders and crews for so splendidly upholding navy traditions. Confidently expect at least two planes to reach England on schedule."

Unfavorable weather will probably prevent the NC-4 continuing its voyage today. The navy was advised in this message:

"NC-4 will leave for Ponta Delgada as soon as weather is suitable. At present heavy squalls and rain prevail. Doubt if NC-4 can start today."

Washington, May 19.—(United Press.)—Fate of Commander Towers of the NC-3, flagship of the navy's trans-ocean flying fleet, continued a mystery to the navy department here early today.

After an all night vigil, department officials this morning declared no word had reached them since Admiral Jackson at Ponta Delgada early last night reported heavy winds northwest of the Azores.

Naval officers believed the NC-3 might have hit Pico, a mountain more than a mile high, which rises up steeply from the sea. The systematic search continued around the shores of that island. The disabled NC-1 was found drifting in the fog 100 miles northwest of Pico. Small boats from the Iowa went alongside in the high seas and removed the men, under the severest hand, the waves continually drenching all hands with spray and threatening to swamp the lifeboats. Later the two line between the plane and the vessel parted; some of the crew going back on the NC-1 to secure a new one. Bellingier and his men were finally taken into Ponta and put on the Columbia.

The U. S. S. Harding later took the plane in tow, but it was reported afterward that it had gone down, being too badly damaged to keep afloat in the rough sea.

By W. R. Hargraves  
(United Press Staff Correspondent.)  
Horta, Azores, May 19.—(6 a. m. New York time.)—After an all night search, the naval vessels combing the seas for the NC-3 lost since early Saturday reported this morning that she was still missing.

Considerable apprehension was felt for the safety of Commander J. T. Towers and his crew, however. The NC-3 was believed to have been floating on

taxied toward her until she sighted us. We were picked up by a small boat from the Iowa after a remarkable display of seamanship. We suffered no injuries but were seasick and sleepy. We sent out several S. O. S. messages and intercepted replies but received no aid and it was impossible to get off the heavy, choppy swells.

A methodical log was kept all the time. The crew slept fifteen hours on the cruiser Columbia.

An attempt was made by the Iowa to tow the NC-1, but the hawsers snapped. The destroyers Hauling and Fairfax later attempted to bring the plane in and the latest report here said the Fairfax was still trying to salvage her. It is feared, however, that she will be a total loss.

Bellingier said that he and the other planes had not seen each other during the flight, hearing only the vessels talking about their progress.

"We drifted absolutely lost for five hours before the sighting of the steamer Iowa, hull down on the horizon. We

## Commander Tells How NC-1 Got Lost

By W. R. Hargraves  
(United Press Staff Correspondent.)  
Ponta, Azores, May 19.—Lieutenant Commander Bellingier today told the United Press how the American seaplane NC-1 was lost.

"After the start from Trepassey the NC-1 proceeded along her course, passing all stations without encountering any difficulties until between numbers 17 and 18, when at 11 a. m., Saturday, we ran into dense clouds and fog," said Bellingier. "We decided it was advisable to alight and at 1:10 p. m. descended from 3000 feet to between 25 and 50 feet. The wind direction there was different than it was above and we found the fog even denser at that low height. Not knowing our position we headed in to the wind and landed on the rough seas."

"We drifted absolutely lost for five hours before the sighting of the steamer Iowa, hull down on the horizon. We

taxied toward her until she sighted us. We were picked up by a small boat from the Iowa after a remarkable display of seamanship. We suffered no injuries but were seasick and sleepy. We sent out several S. O. S. messages and intercepted replies but received no aid and it was impossible to get off the heavy, choppy swells.

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We wonder what the old fashioned mayor that used to order the operry house billposter's paste dates ever to legs on the show bills would think of the underwear ads and 'swimsuit' pictures in the modern newspaper. It must be exasperatin' to be stylish an' poor.